

GENERAL NOTES

THE THICKNESS OF BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL BITUMINOUS CONCRETE	2.016 TONS/CU.YD.
ALL AGGREGATE	2.05 TONS/CU.YD.
BITUMINOUS MATERIALS:	
ON PAVEMENT	0.09 GAL./SQ.YD.
INTERMEDIATE LIFTS (FOG COAT)	0.04 GAL./SQ.YD.
ON AGGREGATE SURFACE	0.32 GAL./SQ.YD.
AGGREGATE (PRIME COAT)	0.0015 TONS/SQ.YD.

PROTECTIVE COAT SHALL BE APPLIED TO ALL PCC PAVEMENT, PCC DRIVEWAY PAVEMENT, SIDEWALKS, GUTTER FLAGS, AND FACE OF CURB AS NEEDED ACCORDING TO THE SEASONAL REQUIREMENTS OF ARTICLE 420.21.

AT ALL LOCATIONS WHERE THE PROPOSED BITUMINOUS OR CONCRETE PAVEMENT JOINS AN EXISTING BITUMINOUS OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.

AFTER A LIFT OF BITUMINOUS CONCRETE HAS BEEN PLACED ON A LANE, THAT LANE SHALL REMAIN CLOSED TO TRAFFIC UNTIL THE NEW MAT HAS COOLED TO 150°

FORMS FOR COMBINATION CONCRETE CURB AND GUTTER SHALL BE OF METAL ONLY. EXCEPT THAT WOOD FORMS MAY BE USED ON SHORT RADIUS CURVES.

THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL RE-ERECT THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO COMPENSATION WILL BE ALLOWED.

PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE PRIME COAT, LEVELING BINDER, AND SURFACE COURSE, AT THE RATE OF 4 FEET IN 40 FEET.

UTILITIES ARE SHOWN IN ACCORDANCE WITH THE BEST AVAILABLE INFORMATION AND THEIR ACTUAL LOCATIONS ARE NOT GUARANTEED TO BE AS SHOWN IN THE PLANS.

THE EXCAVATION FOR THE PROJECT IS CLASSIFIED AS EARTH EXCAVATION IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND AS PROVIDED IN THE CONTRACT SPECIFICATIONS. EARTH EXCAVATION SHALL INCLUDE THE REMOVAL OF EARTH AND UNCLASSIFIED MATERIALS. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES 48 HOURS PRIOR TO EXCAVATION OPERATIONS.

THERE ARE NO AVAILABLE WASTE SITES ON THE EXISTING RIGHT-OF-WAY WITHIN THE PROJECT LIMITS.

THE QUANTITY OF EROSION CONTROL BLANKET SHOWN IN THE PLANS IS ONLY AN ESTIMATE. THE ACTUAL AMOUNT USED, AND LOCATION, SHALL BE DETERMINED BY THE ENGINEER.

EARTHWORK COMPACTION SHALL BE TO THE SATISFACTION OF THE ENGINEER

QUANTITIES SHOWN IN THE PLANS FOR PATCHING ARE ESTIMATES. THE ACTUAL AMOUNT OF PATCHING REQUIRED SHALL BE DETERMINED BY THE ENGINEER.

THE CONTRACTOR SHALL STAMP STATIONING IN THE PROPOSED BITUMINOUS SURFACE AT 300 FT.INTERVALS ON ALTERNATING SIDES OF THE PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 IN. TALL, OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

THE USE OF VIBRATORY ROLLER SHALL BE PROHIBITED THROUGH THE CITY OF ANNA. THE CONTRACTOR MAY HAVE TO MAKE ADJUSTMENTS TO HIS ROLLING PATTERN TO OBTAIN THE REQUIRED FIELD DENSITY

REMOVAL OF BITUMINOUS MATERIAL IN GUTTER SHALL BE INCIDENTAL TO BITUMINOUS SURFACE REMOVAL 1 1/2"

SEEDING AND NUTRIENT QUANTITIES ARE INCLUDED IN THE PRICE OF EROSION CONTROL BLANKET AS DETAILED IN THE SPECIAL PROVISIONS.

AN ADDITIONAL QUANTITY OF STRIP REFLECTIVE CRACK CONTROL WAS ADDED FOR EXISTING LANE LINE CRACKS

COMMITMENTS: NONE.

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